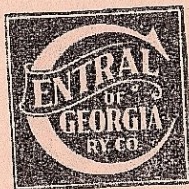
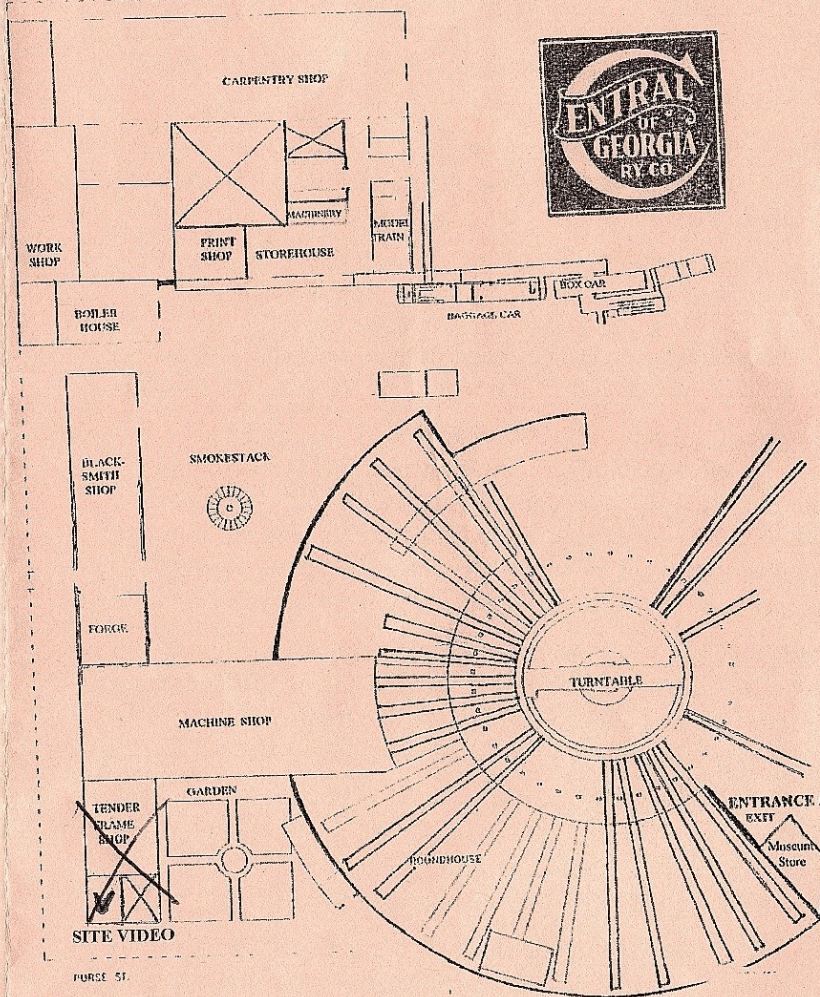


*The Roundhouse*  
RAILROAD MUSEUM  
CENTRAL OF GEORGIA REPAIR SHOPS



601 West Harris Street Phone: (912) 651-6823  
Savannah, GA 30401 Fax: (912) 651-3194





## ROLLING STOCK GUIDE

### ENGINES:

**Holly Hill Lumber #15-** Lightweight locomotives like this one cleared trees in the swamps & forests of GA & SC. The engine is on long-term loan for restoration by the Patsiliga Museum, Mike Buckner, President.

**Atlantic Steel #1-** Small tank engines like this one (known as "yard goats") were used in shops and industrial plants to move cars around a yard.

**Georgia Power #30-** This 1913 "goat" first had several owners and ended up switching coal cars at GA Power Plant Arkwright near Macon. Sold for scrap to Macon Iron & Paper Stock Co, it was thoughtfully preserved and donated by the Koplin family. It has been fully restored to operation by our restoration staff.

**Central of GA #8-** This 1886 steam locomotive (named "Maude" after a comic strip mule) was built for and retired from the CofG Rwy. Its current appearance reflects changes made in a 1909 that removed its tender and added the large tank so the engine could operate in the Macon shops as a switch engine. It is the oldest remaining CofG locomotive.

**Central of GA #223-** Mainline freight engines like this 1907 were very common in the 1900s. By the end of WWI, it was too light and was relegated to branch line trains. This locomotive retired from a CofG subsidiary, the Wrightsville & Tennille RR in 1952.

**Savannah & Atlanta #2715-** This GP-35 (general purpose) is an example of a "second generation" diesel engine. First generation diesels were more streamlined and less powerful.

**Central of GA #403 (Tender)-** This tender spent its career behind the CofG #403 currently in the Savannah History Museum. Tenders carry the fuel needed for long hauls.

### CARS:

**A. Central of GA Baggage Car #430-** Built by Pullman in 1924 as the "Charles Carroll" (CofG Parlor Car #639), this car was bought in 1942 to carry baggage. The car's original use explains the uncommon remaining vestibules (which are unusable space) for baggage cars.

**B. N&W Boxcar-** Steel-sided, riveted boxcars like this one were used between WWII and 1970. Today, sea containers are loaded on flat cars & trucks easily.

**C. Atlantic Coast Line Caboose-** Caboose served as a lookout station for overheating wheels and offices for the conductor and brakeman. Modern, electronic feedback on today's wheels makes this icon obsolete.

**D. Southern Railway Hopper-** Hoppers are used to carry unbound freight like gravel or coal. This hopper was filled to each a certain weight and then sealed. It was then used to adjust the shop scales because the exact weight was painted on the side.

**E. Wrightsville & Tennille X-10 Caboose-** Built as a Central of Georgia Caboose in the 1930s and sold to their subsidiary, W & T.

**F. CofG Inspection Car #2-** This circa 1882 car was built in the Savannah Coach Shops (view from boardwalk). The original exterior woodwork and turn of the century wooden interior makes this car very rare.

**G. CofG Office Car "Columbus"-** Built in 1913 for use as a parlor observation lounge for the Illinois Central RR, it was converted in the Savannah Shops in 1920. It has been renovated to its 1920s era look inside.

**I. CofG Office Car "Atlanta"-** Built in 1925 as a Parlor Car #647, the car was converted in 1950 and retains many items from the era. It was air-conditioned by up to 4200 lbs. of ice. (loan from Atlantic Wood Industries)

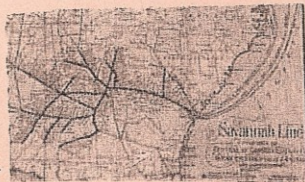
**K. W-5 Trolley-** Melbourne Tramways of Australia

**L. Berksey-** This crew car has been converted to an open sided Savannah Streetcar of the 1920s.



## History of the Site

In 1833, the Central Railroad and Canal Company was chartered to give Savannah a medium for exporting local crops such as cotton. The idea of a canal was soon dismissed, but the railroad grew rapidly. Two years later, this facility was built for the construction & maintenance of the growing fleet of steam locomotives and rail cars. By 1859, the Central RR & Banking Co of GA had constructed 190 miles of rail forming the longest continuous railroad under one management in the world. The Central also increased their rolling stock to over 50 locomotives and 500 cars, making it the second largest holding in the South.



Most of this stock was released by government order to the confederate military during the Civil War. Sherman's soldiers destroyed the Central's rail connections by heating rails on fires and wrapping them around trees & telegraph poles. "Sherman's neckties", as they were called, were irreparable in the field. Upon Sherman's arrival in Savannah, all remaining rail and rolling stock at the Roundhouse was destroyed. Sherman spared the Savannah CofG Rail Shops with the city.



William Wadley became president of the railroad in 1866 and rebuilt the shattered company to surpass its original glory. The destroyed rail connections were replaced and almost 1500 new miles were added. The destroyed rail connections were replaced and almost 1500 new miles were added. The Central continued to expand and purchased the fastest train in the country, the Nancy Hanks, in 1893. In 1895, the railroad was purchased by bankers and became the Central of Georgia Railway.

The Railroad reached its peak in the early 1920s and was the largest employer in the area for over 100 years. During the Depression, the railway went bankrupt but continued operations as a leading employer. The shops began servicing the newer diesel locomotives in the late 1940s, but the Roundhouse was not optimally conducive to diesel service. Most of the diesel service was soon sent to the newer Macon shops. In 1963 Southern Railway purchased the Central and the shops were closed. The long-abandoned, decaying site came under management of the Coastal Heritage Society in 1989, and the structures are currently being restored as a museum and will again function as repair shops when tracks are restored to the old passenger depot (The Savannah History Museum). The Backshops currently restore CofG and other regional railway rolling stock. Today, the two blocks of Railroad buildings make up the most extensive historic railroad district in the world and is a National Historic Landmark.